

LISTING OF THE CLAIMS

This listing of claims will replace all prior versions, and listings, of claims in the application:

1. (Currently Amended) An arrangement for recirculation of exhaust gases in a supercharged combustion engine, (1) whereby the arrangement comprises comprising:

an exhaust line (3) intended operable to lead exhaust gases out from the combustion engine; (1),

an inlet line (6) intended operable to lead air at above atmospheric pressure to the combustion engine; and (1),

a return line (8) which comprises comprising:

a connection to the exhaust line (3) and a connection to the inlet line (6), so that via the return line (8) it is possible is operable to recirculate exhaust gases from the exhaust line (3) to the inlet line (6), characterised in that the arrangement comprises a first cooler (10) incorporated in the return line (8) for cooling to the inlet line; and

a second cooler operable to cool the exhaust gases in the return line (8) before they are mixed with the air in the inlet line (6), whereby by use of a liquid medium in the second cooler before the exhaust gases reach a first cooler

wherein the first cooler is incorporated in the return line and is operable for cooling the exhaust gases in the first cooler (10) are cooled by a first medium which is at a temperature substantially corresponding to the temperature of the surroundings return line by ambient air before the exhaust gases are mixed with the air in the inlet line.

2. (Currently Amended) An arrangement according to claim 1, characterised in that said first medium is ambient air. further comprising a cooling system in which the liquid medium is circulated and the cooling system is operable to cool the combustion engine.

3. (Currently Amended) An arrangement according to claim 1, or 2, characterised in that the arrangement comprises a second cooler (9) intended to cool the exhaust gases in further comprising a third cooler operable for cooling the air in the inlet line before the air is mixed with the exhaust gases from the return line (8) before they reach the first cooler (10).

4. (Currently Amended) An arrangement according to claim 3, characterised in that the second cooler (9) is cooled by a liquid medium wherein the first cooler and the third cooler are situated in close proximity to one another.

5. (Currently Amended) An arrangement according to claim 4, characterised in that the liquid medium is adapted to being circulated in a cooling system which is also adapted to cooling the combustion engine (1), wherein the first cooler and the third cooler constitute an integrated unit.

6. (Currently Amended) An arrangement according to any one of the foregoing claims, characterised in that the arrangement comprises a third cooler (7) for cooling the air in the inlet line (6) before it is mixed with the exhaust gases from the return line (8), claim 5, wherein the first cooler and the third cooler are respectively formed as flat cooler packages each having a main extent in one plane, and the first cooler and the third cooler are situated relative to one another such that they have an extent in a substantially common plane.

7. (Currently Amended) An arrangement according to claim 6, characterised in that said first cooler (10) and said third cooler (7) are situated close to one another 8, further comprising a fourth cooler disposed in close proximity to the first cooler and the third cooler, the fourth cooler being operable to cool the coolant in a cooling system.

8. (Currently Amended) An arrangement according to claim 7, characterised in that the first cooler (10) and the third cooler (7) constitute an integrated unit 2, further comprising a third cooler

operable for cooling the air in the inlet line before the air is mixed with the exhaust gases from the return line.

9. (Currently Amended) An arrangement according to claim 7 or 8, characterised in that 5, wherein the first cooler (10) and the third cooler (7) take the form of are formed as flat cooler packages which each have having a main extent in one plane, whereby the first cooler (10) and the third cooler (7) are being situated relative to one another in such a way that they have an extent in a substantially common plane.

10. An arrangement according to any one of claims 7 to 9, characterised in that the first cooler (10) and the third cooler (7) are situated close to a fourth cooler (15) which is intended claim 5, further comprising:

a cooling system in which the liquid medium is circulated and the cooling system is operable to cool the combustion engine; and

a fourth cooler disposed close in proximity to the first cooler and the third cooler, the fourth cooler operative to cool the coolant in a the cooling system.